

Transit Working Group - Meeting #2 Summary

Date: 3/8/12

Location: Police Department Training Room (8650 Tualatin Road, Tualatin, 97062)

Attendees: *City of Tualatin:* Cindy Hahn, Aquilla Hurd-Ravich, Kaaren Hofmann, Ben Bryant

Consultants: Brandy Steffen, Kate Lyman, Theresa Carr

Purpose

The purpose of this meeting was to review ideas proposed during the first Transit Working Group meeting, answer demographic questions raised during the first meeting, and provide an opportunity for the group to brainstorm ideas for potential projects for transit improvements, both at a regional and local level.

Approximately 12 people attended the event, including several members of the Transportation Task Force. The following is a summary of comments received during the various phases of the meeting.

Welcome and Introductions

Cindy welcomed the group and introduced the City and Consultant staff in attendance. Then the meeting attendees introduced themselves. The meeting participants also said which Citizen Involvement Organization (CIO) they represented:

- CIO 1 – 4 participants
- CIO 2 – 2 participants
- CIO 3 – 1 participant
- CIO 6 – 1 participant
- Commercial CIO – 2 participants

Brandy welcomed the group and reviewed the ground rules and expectations for participation from the attendees.

Follow up/Review Last Meeting

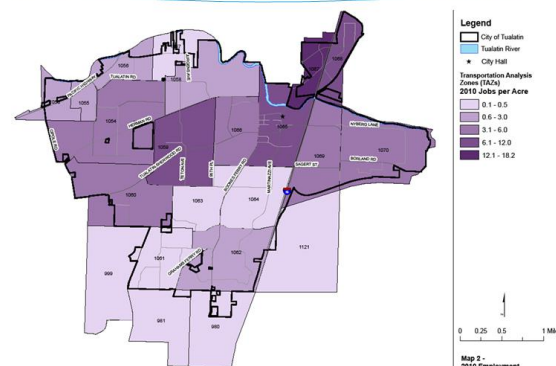
Kate presented information to questions that were raised during the first meeting. Below are the slides she presented:

Demographics in Tualatin

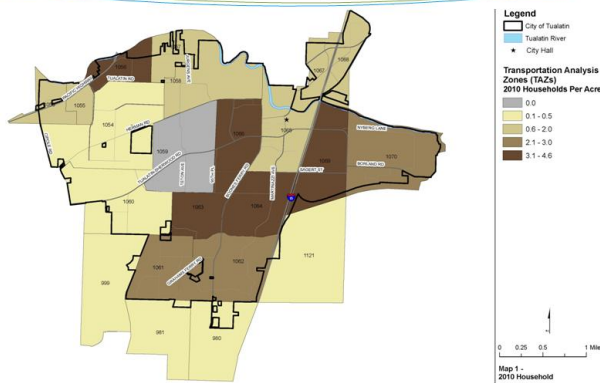
- Median income slightly higher than region as a whole
- There are more jobs than residents in Tualatin – many people commute in from other places
- There are more children under 18 and fewer adults under 65 in Tualatin than in the region as a whole
- Approximately 72% of residents in Tualatin have moved here since 2000

Source: 2005-2009 American Community Survey

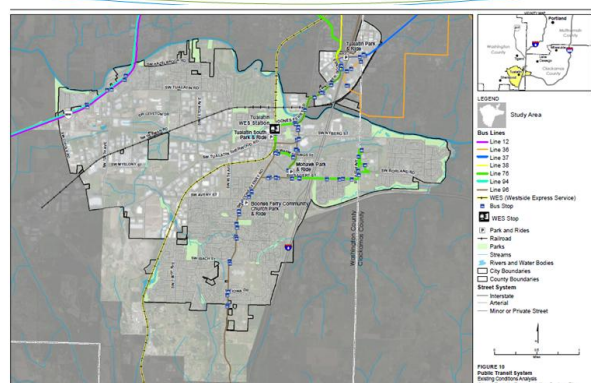
Job Density



Household Density



Existing Transit Service



Park & Ride Use

- Tualatin Park & Ride (at Bridgeport Village) – 466 spaces, 83% full
- Mohawk Park & Ride – 232 spaces, 22% full
- Tualatin South Park & Ride – 147 spaces, 24% full
- Boones Ferry Community Church Park & Ride – 20 spaces, 10% full

Source: TriMet, 2011

Bus Stop Amenities

- 79 total bus stops within the city of Tualatin
 - 67 include pole and sign only; remaining 12 include a shelter with posted schedule
 - Approximately half include street lighting
 - A few of the larger stops include bike parking



Commuting to Work

- 77% of Tualatin commuters drive alone to work
- 7.4% carpool
- 4.2% use public transit
- 2.9% walk
- 6.1% work at home

Source: 2010 American Community Survey

Ridership in 2011

Transit Service	Average Total Weekday		Average Saturday		Average Sunday	
	Boardings	Allightings	Boardings	Allightings	Boardings	Allightings
Bus line 12 (Barbur/Sandy Blvd)	66	66	38	38	27	25
Bus line 36 (South Shore)	18	21				
Bus line 37 (Lake Grove)	26	25				
Bus line 38 (Boones Ferry Road)	27	19				
Bus line 76 (Beaverton/Tualatin)	504	576	416	423	259	263
Bus line 96 (Tualatin/I-5)	603	591				
WES	229	212				

Questions raised at this point include:

- Citizens asked City Council for more service in the past, but didn't get that funded
- No information about number of drivers at Park & Ride (Number from outside Tualatin)
 - Staff will try to follow up to see if more information is available.
- TriMet survey of riders on #94
 - Survey results should be ready in September 2012 - some data will be ready within the next month and will be presented to the Transit Working Group
- Where does SMART go in Tualatin?
 - Tualatin Park & Ride (and Barbur Blvd)
- Have the TriMet lines already been cut?

- Not yet. Hearings are being held now and it will be voted on in May. They will then take effect in September 2012. Proposed changes include:
 - Fare structure, stop free rail, line 96, no zone transfer change
 - Line 12 will split at Tigard = Sherwood to PDX transfer in Tigard
 - 37/38 keep service, fewer morning trips
 - 96 decreases frequency by 5 minutes
 - 76 had no change
 - 94 ends at Barbur with connection to Sherwood/Tigard
- There is no Park & Ride on 99W
- Can we find out the number of employees who are residents vs. outside employees?
 - The Chamber of Commerce will forward that information to the project.
- No east/west transit
- Chamber shuttle information:
 - 2 shuttles in the morning, 1 in the evening – serves 35 businesses
 - 70-80 people in morning, 50 people in evening
 - \$4.70 cost/ride, but riders are not charged anything

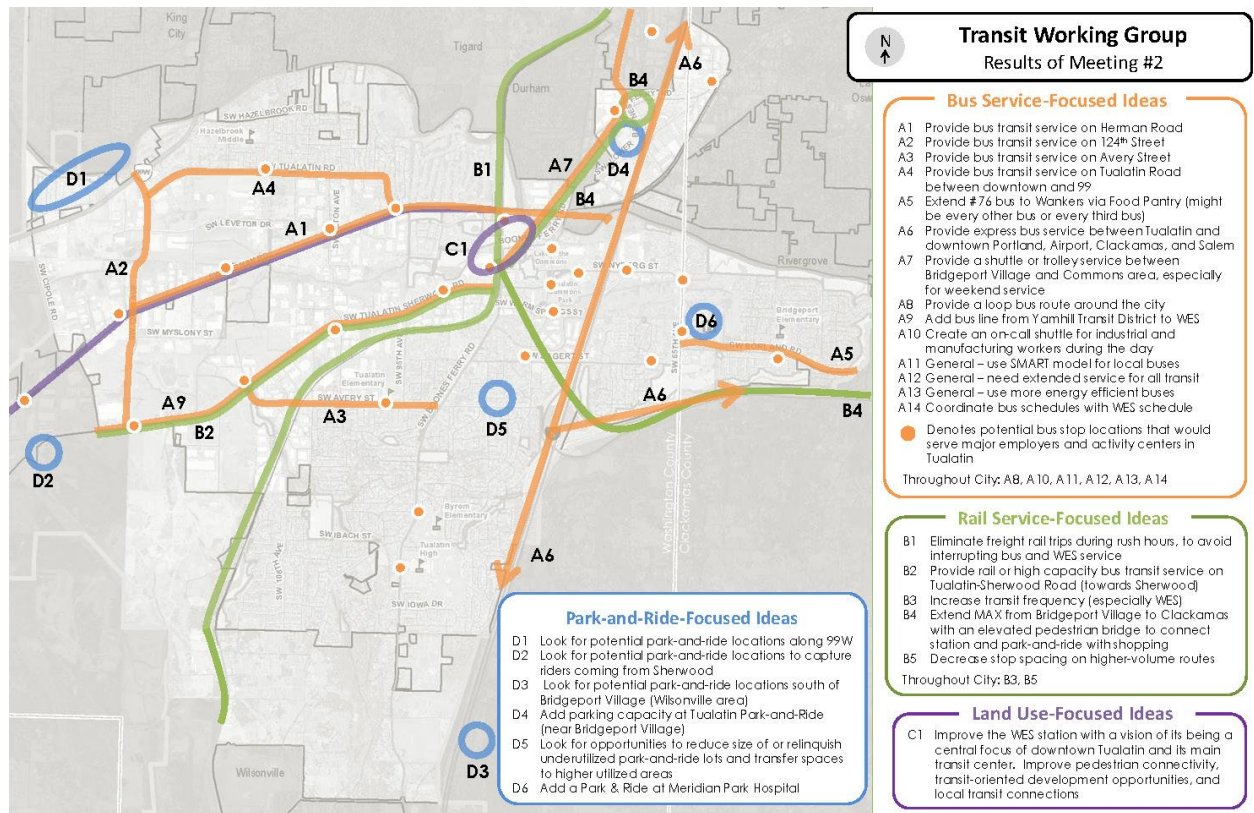
Transit Improvements

Brandy broke the larger group into three small groups, each of which had a staff person to help facilitate the small group discussions. The groups looked at maps based on the ideas developed during the first meeting and then brainstormed ideas for transit improvements at the local and regional level.

After the small group break-out sessions, Brandy had each small group report out to the larger group on their discussion. Here are the highlights of that larger discussion, which allowed for follow-up questions and additional thoughts raised after the small group discussion.

- Residential/jobs downtown
- Food Pantry doesn't have bus
 - 96 should loop there on the 3 days the Pantry is open
- Transit hub – Bridgeport Park & Ride has the most use, shopping area and Park & Ride
 - Use parking at other shopping areas
 - Stop some traffic at Park & Ride farther south by using parking built at Raleigh Hills, Costco and church
 - Opportunity to shop before/after
- Don't ruin livability
 - Keep out of car, HCT to local service
 - No parking in Sherwood
 - Need business incentives
- Fear Haggens had about WES was un-founded
 - Under utilized transit
- Work with Yamhill County Transit to run service to WES (this would provide east-west service in Tualatin)
- Create better, faster connection to PDX airport
- Create a local shuttle that could serve two purposes – on weekdays would circulate to employers, on weekends would circulate to shopping areas and event locations
- Build bus stops to serve employers (see map for specific locations)
- Bring the new southwest corridor MAX line to the WES station; create a transit hub

This map shows all of the ideas collected during the meeting.



Wrap-Up

Theresa reminded the group that their comments from the meeting would be reviewed by City staff and presented to the TTF and eventually to City Council. Cindy thanked the group for attending and encouraged them to attend the next Transit Working Group on March 29, 2012 (same location and time).

Evaluation Forms

Evaluation forms were collected from attendees to let project staff know what should be changed in future meetings or to provide other written comments.

	Strongly agree	Somewhat agree	Neutral	Somewhat agree	Strongly agree	Not applicable
Information presented was clear and understandable	6					
Meeting facilitator encouraged and allowed all participants to share their ideas	6					
Meeting was efficient and made good use of my time	5	1				
I now have a better understanding of transit issues in Tualatin	4	1	1			
The Transit Working Group will influence decision-making	3	2				
I'm glad I am participating in the Transit Working Group	5					

Below are the open-end comments that were collected:

- Excellent ideas tonight
- Thank you
- I hope so (to question 5: Transit working group will influence decision-making)